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CENTRAL INTELLIGENCE AGENCY
INFORMATION REPORT

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COUNTRY Poland

REPORT NO. SUBJECT Local Transport Facilities in the Gdynia-Gdansk Area;
Railway, Tramway, Trolley Bus, Autobus, Truck, Taxi/
Ticket Procedures

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1. "The local transport facilities in and around Gdansk and Gdynia are comparatively well organized. There is an extensive network of railway, tramway and bus lines. Our information dates through early September 53.

Railway (Passenger)

2. "The railway station in Gdansk has four platforms from which electric trains leave for Gdynia. They travel every 20 minutes but at the hours of busiest traffic every 10 minutes. On the line between Gdansk and Gdynia there are thirteen stations:

Gdansk	Oliwa
Gdansk Stocznia	Sopot
Gdansk Politechnika	Kamienny Potok
Gdansk-Wrzeszcz	Gdynia-Orlowo
Gdansk Lotnisko	Gdynia-Redlowo
Gdansk Polanki	Gdynia-Wzgorze Nowotki
	Gdynia

3. "In addition to the electric trains, local and long distance steam trains travel on the same line. The steam trains stop only at a few stations:

Gdansk	Sopot
Gdansk-Wrzeszcz	Gdynia-Orlowo
Oliwa	Gdynia

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4. "The tickets for the steam trains must be bought at the ticket offices at the stations. The tickets for the electric trains may be obtained from the train conductors. The passengers travelling on local tickets at a reduced rate are prohibited from using the long distance trains. If a conductor finds any of those passengers on a long distance train the fine is 45 zl.

5. "In local train travel there are several types of tickets at reduced rates.

- (a) Tickets with an 80 per cent reduction - for railwaymen and their families.
- (b) Tickets with 50 per cent reduction - for workers
- (c) Tickets with 30 per cent reduction - for students and school children
- (d) The monthly tickets used by the majority of the population on the Polish coast.

In order to get such a monthly ticket the worker or student has to buy at the ticket office two forms costing 1 zl.: an 'order for a monthly ticket' and a 'certificate for a monthly ticket.' Both these forms have to be stamped with the stamp of the applicants place of work or school. The applicant then takes them to the ticket office. The ticket office retains the 'order' and sells a monthly ticket, the number of which is entered on the 'certificate' which is also stamped with the stamp of the railway. The above 'certificate' is valid for six months; a monthly ticket can be bought with it six times. With a monthly ticket a person can travel on a given line any number of times during a particular month. There are also similar tickets for a quarter (three months) and for a whole year.

6. "Tickets are checked at the entrances and exits of railway stations.

7. "The electric trains consist of three or four cars painted grey or blue.

Tramway Facilities

8. "In Gdansk there are ten tramway lines from Gdansk to Sopot. The majority use old German cars which the local people call 'berlinki'. Some of the cars are new cars manufactured by the Chrzanowska Plant. They are called 'torpedoes'. They are coffee-coloured.

9. "The tramway routes are:

Line No. 1 Gdansk-Gdansk Wrzeszcz
 Line No. 2 Gdansk-Gdansk Oliwa

The tramcars on the line operate only when traffic is busiest in the morning and the afternoon; at other times this line is served by No. 7 which has the same route and goes on to Sopot.

Line No. 3 Gdansk-Nowy Port
 Line No. 4 Gdansk-Oliwa-Jelitkowo
 Line No. 5 Gdansk Wrzeszcz-Gdansk-Brzezno
 Line No. 6 Gdansk-Orunia (one track)
 Line No. 7 Gdansk-Sopot (the longest)
 Line No. 8 Gdansk (Lakowa St.)-Gdansk Wrzeszca (airfield)
 Line No. 9 Gdansk-Gdansk-Sianki
 Line No. 10 Gdansk-Gdansk-Siedlce

Particularly crowded in summer - used by many tourists and vacationists.

10. "All lines are divided into so-called tariff zones (taryfne strefy). The longest line, Gdansk-Sopot, is divided into four zones. The ticket for each zone costs 45 groszy, i.e., the whole distance from Gdansk to Sopot costs 1.80 zl. The number of zones is marked on the ticket with red lines.

11. "For workers and students travelling daily there are '30 trip cards' sold at a 33 per cent reduction. In such cards, which are valid for the given month only, the conductor punches a hole in the square for the given day. An unused trip cannot be taken on another day - the two squares for each day can be punched only on that day. The card is valid on one line only.

12. "There are also monthly, quarterly and yearly 'personal' cards with a photo of the bearer. These are valid for one or several lines, not only on the tramways but also on the trolley buses and autobuses.

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13. "None of these long-term tickets may be bought directly. Application must be made through the enterprise or institution where one works or the school which one attends.

Trolley Bus

14. "There are trolleybus lines between Sopot and Gdynia which are a kind of extension of the tramway connection between Gdansk and Sopot. The central station of the trolley buses in Gdynia is the Plac Kaszubski.

15. "The trolley bus lines are also divided into zones (strefy). Here the price for one zone is not 45 but 60 groszy.

16. "There are four trolley bus lines:

No. 21 Gdynia-Sopot (trip costs 2.40 zl.)

No. 22 Gdynia-Cisowo

No. 23 Gdynia-Oksywie

No. 24 Gdynia-Maly Kack (trip costs 1.80 zl.)

17. "The trolley bus tickets are similar to those on the tramways. The workers working in the harbor get trolley bus tickets free of charge. The day rate on the tramways and trolley buses holds until 11:30 p.m. After that comes the so-called night service (once an hour); the tariff is double that during the day. No ticket sold at a reduced rate is valid during the night period.

18. "The majority of the transportation workers - conductors, mechanics, even drivers - are women. On the trolley buses the women constitute 90 per cent of the staff.

Autobus

"There is autobus service on the line Gdansk-Gdynia. One trip costs six zloty. The majority of the buses on this line are Hungarian Ikarus buses; a few are French 'chaussons'.

20. "The more important autobus lines are:

Gdansk-Gdynia

Gdynia-Maly Kack

Gdynia-Witomino

Gdynia-Rzezna

Gdynia-Babie Doly

There are also autobus lines within Gdynia and Gdansk. The autobuses circulate every 30 minutes; on Sundays and holidays once an hour.

21. "The line Gdynia-Babie Doly is meant for the military and civilian functionaries and workers and their families, who live and work in the Babie Doly military area. This territory is surrounded by a barbed wire fence. To enter it one must have a permit. This permit can be obtained without very great formalities from the N.C.O. on duty at the gate.

Trucks

"To the communication network of the coast one must add the trucks of various large enterprises which daily take their workers to work and back home. One such enterprise is the Gdynia shipyard.

Taxis

23. "The taxis in Gdynia and Gdansk are without exception old cars bought 15-20 years ago. The majority are Opels. There are also a few Steyers, Mercedes, one Simca and one Praga. They are all private property; hitherto [Sept 53] the authorities have made no attempts to nationalize them. In 1951 the regime had an unpleasant experience in Warsaw when a co-operative taxi service was organized. After six months it was proved that the state-owned

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taxi could not compete in kilometres covered with the privately-owned taxis, although the state cooperatives had new 'Pobiedas' and 'Warszawas'. The reason was that the drivers employed by the cooperatives did not take proper care of their cars. The 'Pobiedas' were constantly laid up for repairs, while the private owners daily over-hauled their cars themselves. There are no such taxi cooperatives in any other towns than Warsaw.

24. "The taxi drivers' greatest difficulty is the shortage of tires. On the black market only old tires can be bought; they are sold by military and state-employed drivers. Spare parts are also in short supply. Those that can be bought in the shops of MOTOZBYT are locally manufactured and of bad quality. Impossible to get in Poland (even on the black market) are decent pistons for cylinders; the local pistons are of extremely poor quality.
25. "We cannot state for sure how much a taxi-kilometer costs as the prices vary all the time. In the beginning of 1953 the gasoline prices were raised from 2.40 zl to 4.80 zl. per liter, but the driving charge was only raised 50 per cent. An average taxi ride in Gdynia costs 10-15 zl. A ride from Gdynia to Chylonja costs 25 zl., to Sopot 25 zl. and to Gdansk 90 zl.
26. "Many taxi drivers on the coast have changed over from gasoline to 'producer' gas. The latter is not less expensive but it gives a greater latitude for driving out of town. A taxicab using gasoline may not drive out of town further than 20 kilometers. Those wishing to drive farther must obtain a special permit issued by the communication department of the Town Council (Wydzial Komunikacyjny Miejskiej Rady Narodowej). Such a permit is issued only in exceptional cases.
27. "On the roads there are frequent militia check-ups. They check to see whether the driver has drunk any alcohol; they may even take samples of his blood for analysis. Should a driver be found not sober a note is entered on his driving license. If he gets three such notes, he loses his license.
28. "The maximum speed on the Gdansk-Gdynia highway is 35 km. per hour. The fine for speeding is 150-300 zl. The fine for driving without rear lights is 100 zl.
29. "Contrabandists use taxis frequently. Should the militia discover a large amount of goods in a taxi on check-up, the car with driver and passengers is taken to the commissariat.
30. "The highway from Gdynia to Sopot is good, but the bit between Sopot and Oliwa is very bad. The stretch between Oliwa and Gdansk is the best part."

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